

STOCKS, BONDS, COTTON, GRAIN

SOUTHERN STOCK IS NOTABLY WEAK

On Continued Poor Earnings and
Rumors of Financial Re-
adjustment.

SMALL DEALINGS IN STOCKS

Commission Brokers Express
Small Hope of Any Better-
ment Soon.

NEW YORK, October 4.—Dealings in stocks to-day were the smallest for any day thus far this year, and discouraged commission brokers expressed slight hope of any improvement bettering the static state of things.

Public interest seems non-existent, and the sluggish drift of prices to-day represented nothing more than the tentative manoeuvres of small professional traders to follow the market.

The bears are intimidated by some recent unfortunate ventures in which the market supply of stock proved scanty and drove them to cover at a loss, and there is no encouragement to buy stocks for an advance where the demand is stagnant. That stocks are in scanty supply, however, was also observed in the banks' market, where there was a slow absorption at some points in the market, but it was only on price recessions that it was manifest.

Considerable deposits have been made at the Subtreasury for telegraphic transfers to interior points, and interior banks have made drafts on New York correspondents to meet payment of taxes, the government checks would ordinarily be made out of their home banks, the process thus measuring indirectly an interior demand for currency.

But the feature of the week's currency movement is the estimate made by the banks of the heavy movement on balance away from New York in the express shipments. It appears that \$3,500,000 to \$4,000,000 has thus left New York. The indicated cash loss of \$4,500,000 to \$5,000,000, while the surplus item stood last week at \$5,646,675, explains the tightening of the week's money market. The interior movement of funds, however, evidently is rising to a full tide and is expected to continue through a part of the present month.

The stock market does not call for extended comment. The Southern railroad stocks were conspicuously weak, although the selling was not heavy. Considerable earnings reports were held in part to account for the movement, but rumors were circulated that some plan of financial readjustment of the property was pending.

Other stocks in the Southern railroad group were affected in sympathy. More than one-third of the day's scanty total sales were reported to have been held in part to account for the movement, but rumors were circulated that some plan of financial readjustment of the property was pending.

Bonds were irregular. Total sales, par value \$1,200,000, United States 4% registered declined 1-4 per cent. on call.

Money on call, strong, 6.66-1.2 per cent.; ruling rate, closing bid, 4; offered at 4. Time loans, firm; sixty days, 6 per cent., and ninety days, 6.1-2 per cent.; six months, 6 per cent.

Prime mercantile paper, 7 per cent. Sterling exchange strong with actual net receipts, \$4,857,500; \$4,8580 for demand and at \$4,82100; \$4,8215 for sixty-day bills.

Commercial bills, \$4,81 7-8. Bar silver, 66 1-2. Mexican dollars, 51 5-8.

RICHMOND STOCK MARKET.

Richmond, Va., October 4, 1907.
STATE SECURITIES. Bid Asked.

North Carolina 4%, C. 1910... 99
Ba. & Old, and R. 1932... 88 1/2
Va. Cons. and R. 1938... 89 1/2
CITY SECURITIES.
Rich City 4%, R. 1920-1930... 98

RAILROAD BONDS.

A. C. L. R. R. Con. I. Co. 87
Georgia Pac. 1st 6%, C. 1922... 112
Georgia, Sou. and Fla. 1945... 105
Ga. and Ala. Con. 5s. 1948... 102
North and West. Ry. 4%, 1996... 93
W. & W. Ry. 4%, 1998... 85
Western N. C. Con. 6%, 1944... 106
RAILROAD STOCKS. Par.

Atlantic Coast Line "A".... 109 79
Atlantic Coast Line com.... 109 79
Ches. and Del. 4%, 1923... 23
Norfolk and Western 4%, 1930... 100
BANK AND TRUST CO. STOCKS.
American National... 100 123/4
Broad Street.... 30 30
First Natl. Bank... 100 215
Merchants National... 100 500
National Bank of Va.... 100 144
MISCELLANEOUS.

Va.-Car. Chem. pfd. 8 p. c. 10 93 96

BALTIMORE STOCK MARKET.

BALTIMORE, Md., October 4.—Seaboard Air Line, common and preferred—Nothing doing.

COTTON MARKETS.

NEW YORK, October 4.—The cotton market was higher to-day on less favorable weather, showing continued steadiness in the buying, receiving of stocks and more active support from buyers. The cotton market, after a rest advance of 4-6 1/2 points, Sales were estimated at 250,000 bales. The opening was firm at an advance of 10-12 points, followed by higher calls and reports of quite heavy buying, a few points on the active market. Some scattered fluctuations were nervous and irregular, but general tone was steady. There were rumors that a strong bull pool had been formed last night to advance the market over the weekend, but the leading outside sources report a circular stating that such bought in Liverpool early, although expected an ultimately lower market. Wires from the South reported continued firmness among holders, and private wire reports reported small South effect on market.

Receipts at the ports to-day were 42,000 bales against 47,902 last week and 35,662 last year. For the week, 210,000 bales against 226,159 last week and 313,578 last year.

Cotton futures opened firm and closed steady.

Open. High. Low. Close.

October 10.83 10.84 10.70 10.71

Thomas Branch & Co.

(Established 1828.)

MEMBERS

New York Stock Exchange,

New York Cotton Exchange.

PRIVATE WIRES TO PRINCIPAL MARKETS

Investment Securities

OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK.

By Thomas Branch & Co., Bankers and Brokers.

SALES:

	Open.	High.	Low.	Closing.	Bid.	Asked.	SALES:	Open.	High.	Low.	Closing.	Bid.	Asked.	
Allis-Chalmers	.....	7	7	100 Int. Metropolitan, pfd.	26	28	16	25	26	28	11	12	13
Allis-Chalmers, pfd.	60 1/4	61 1/4	60 1/4	60 1/4	59 1/2	60 1/4	Int. International Paper, pfd.	12	13	10	10	10	10
Amalgamated Copper	60 1/4	61 1/4	60 1/4	60 1/4	59 1/2	60 1/4	Int. Louisville and Nashville, 103 1/4	105 1/4	106 1/4	106 1/4	105 1/4	105 1/4	105 1/4	
American Can	49	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	1,200 New York Central, 102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	
Amer. Car and Found.	36 1/2	36 1/2	35 1/2	35 1/2	35 1/2	35 1/2	100 Metro. Great. Ry., 100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	
Amer. Car and Found., pfd.	62 1/2	62 1/2	61 1/2	61 1/2	61 1/2	61 1/2	1,450 Mexican Central, 37	37	37	37	37	37	37	
American Cotton Oil	32 1/2	32 1/2	31 1/2	31 1/2	31 1/2	31 1/2	1,500 Mo. Kan. and Tex., 32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	
American Locomotive	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	Mo. Kan. and Tex., pfd.	.....	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
American Petroleum, pfd.	57 1/2	58 1/2	57 1/2	57 1/2	57 1/2	57 1/2	1,500 Mo. Kan. and Tex., pfd.	.....	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
American Smelting	87 1/2	88 1/2	87 1/2	87 1/2	87 1/2	87 1/2	Nash. Coal and Steel, 100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	
American Sugar	111	111	111	111	111	111	National Lead, 1,200	1,200	1,200	1,200	1,200	1,200	1,200	
American Tobacco, com.	.....	225	225	225	225	225	1,200 New York Central, 102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
American Tobacco, pfd.	.....	225	225	225	225	225	100 Met. Great. Ry., 100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
American Tobacco Co., ex div.	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	100 Mex. Central, 100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	
American Tobacco Co., 100 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	600 Northern Pacific, 127 1/2	127 1/2	127 1/2	127 1/2	127 1/2	127 1/2	127 1/2	
Athlon, pfd.	89	89	89	89	89	89	600 Northern Pacific, 127 1/2	127 1/2	127 1/2	127 1/2	127 1/2	127 1/2	127 1/2	
Atlantic Coast Line	79	79	79	79	79	79	5,000 Pennsylvania, 115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	
Baltimore and Ohio	87 1/2	88 1/2	87 1/2	87 1/2	87 1/2	87 1/2	5,000 People's Gas, 85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	
Broadway and Potomac	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	2,810 Pressed Steel Car, 24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	
Cheapeake and Ohio	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	1,200 Southern Railway, 14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	
Chicago Great Western	85	85	85	85	85	85	100 Republic Iron and Steel, 20	20	20	20	20	20	20	
Chi. Mil. and St. Paul	118 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	100 Republic Iron and Steel, 20	20	20	20	20	20	20	
Chi. Mil. and St. Paul, pfd.	142 1/2	142 1/2	142 1/2	142 1/2	142 1/2	142 1/2	1,200 Rock Island, 18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	
Cleve. and Northwestern	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	1,200 St. Louis and San Fran., 18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	
Cleve. and Northwestern, pfd.	142 1/2	142 1/2	142 1/2	142 1/2	142 1/2	142 1/2	1,200 St. Louis and San Fran., pfd.	142 1/2	142 1/2	142 1/2	142 1/2	142 1/2	142 1/2	
Colorado Fuel and Iron	185	185	185	185	185	185	1,200 St. Louis and San Fran., 18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	
Colorado Fuel and Iron, pfd.	215	215	215	215	215	215	1,200 St. Louis and San Fran., pfd.	215	215	215	215	215	215	
Colorado Industrial, 1st pfd.	60 1/2	60 1/2	60 1/2	60 1/2</td										